

OUR JOBBING DEPARTMENT  
HAVING been REPIENED  
ISHEED with a large as-  
sortment of the latest EUROPEAN  
and AMERICAN NOVELTIES,  
we are prepared to execute  
orders for FANCY WORK with  
neatness and despatch, and at  
very moderate rates.

CHINA MAIL OFFICE

# The China Mail

Established February, 1843.

THE HONGKONG CHINESE MAIL.  
毎日字語香港  
Hongkong Wa Ta Yat Po.  
ISSUED DAILY.

CHUN UN MAN,  
Manager and Publisher.

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For Dailies, £1 10s per annum.  
For Books, £1 10s per volume.  
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英一千八百四十九年十月號

HONGKONG, WEDNESDAY, OCTOBER 10, 1894.

甲午九月二十日

PRICE, \$2 PER MONTH.

## Shipping.

### Steamers.

STRATH LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

STRATHMORE, Commander,

will be despatched for

the above Port on or about WEDNESDAY,

the 10th October.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, September 18, 1894. 1503

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY & FOOCROW.

The Co's Steamship

DOUGLAS, Captain Roome, will be

despatched for the above

Port on FRIDAY, the 12th Instant, at

Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, October 9, 1894. 1529

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

The Co's Steamship

KRISTOFER, Capt. H. Jackson, will

be despatched as above

on SATURDAY, the 13th Inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATTHESON & Co.,

General Managers.

Hongkong, October 9, 1894. 1527

AUSTRIAN LLOYD'S STEAM

NAVIGATION COMPANY,

UNDER MAIL CONTRACT WITH THE

AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI & KORE.

The Co's Steamship

GIOVANNI, Captain A. Mine, will

leave for the above place

on SATURDAY, the 13th Instant.

For Freight or Passage, apply to

SANDER & Co.,

Agents.

Hongkong, October 9, 1894. 1611

CHINA NAVIGATION COMPANY.

FOR SINGAPORE, BATAVIA, SAMA-

RANG AND SOURABAYA.

The Steamship

SHAWING, Capt. FRAMPTON, will be

despatched as above on

SATURDAY, the 13th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, October 9, 1894. 1528

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Steamship

TURBULENT, Captain HANNAH, will be

despatched on FRIDAY,

the 18th Instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, October 9, 1894. 1518

Sailing Vessels.

FOR NEW YORK.

The 3/4 L.I.L American Barque

George S. Brown,

Master, will load here

for the above Port, and will

have quick despatch.

For Freight, apply to

SHEWAN & Co.

Hongkong, August 20, 1894. 1527

FOR NEW YORK.

The 3/4 L.I.L American Ship

Wandering Jew,

Capt. NICHOLS, shortly expec-

ted, will load for the above Port,

and will have quick despatch.

For Freight, apply to

SIEMSEN & Co.

Agents.

Hongkong, August 22, 1894. 1572

FOR NEW YORK.

The 3/4 L.I.L American Ship

Shangchuan,

will load for the above Port

and have quick despatch.

For Freight, apply to

SIEMSEN & Co.

Hongkong, September 22, 1894. 1536

CHAS. J. GAUPEP & Co.

Chromatist, Patch & Glass Makers,

Jewellers, Gold & Silver Smelters,

Nautical Instruments,

Optical Instruments,

Binoculars and Telescopes,

Brass, Copper & other Metal

Admiralty & Imperial Charts,

Nautical Books,

English Silver & Electro-Plated Ware,

Christians & Co's Electro-Plated Ware

GOLD & SILVER JEWELLERY

In general.

D. J. AMOND & S.

DIAMOND JEWELLERY,

A splendid Collection of the Latest Jewelry

Patented at every Patent Office.

1500

### Intimations.

CANTON DISTRICT.  
LOCAL NOTICE TO MARINERS,  
No. 48.

Navigation of the Canton River.

His Excellency the Viceroy of  
the Liang Kwang wishes Notice  
to be given that, in consequence of  
the War with Japan, All VESSELS entering  
the River MUST STOP OFF CHEN Pte,  
until they have been inspected and received  
permission to proceed.

J. H. MAX,  
Harbour Master.

Approved:  
E. B. DREW,  
Commissioner of Customs.

Custom House,  
Canton, 6th October, 1894.

1612

IN THE SUPREME COURT OF  
HONGKONG.

PROBATE JURISDICTION.

In the Goods of JOHN STEWART  
LAPRAIK, late of Victoria, in the  
Colony of Hongkong, Merchant,  
Deceased.

1623

THE 4TH DAY OF OCTOBER, 1894.

NOTICE is hereby given that the  
Honourable the Acting Chief  
Justice having in virtue of Ordinance No.  
of 1870 Section 3 made an Order limiting  
to the 12th Mar., 1895, the time for  
Creditors and others to send in their  
CLAIMS against the above Estate,

All Creditors are hereby required to send  
in their CLAIMS before that date to and  
All Persons INDEBTED to the said Estate  
are requested to make immediate Payment  
to

JOHN DOUGLAS LAPRAIK,  
Victoria,  
Hongkong,  
Executor in Hongkong of the  
said Deceased;

or to

VICTOR H. DEACON,  
Hongkong,  
his Solicitor.

1598

CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE Thirteenth Ordinary General  
MEETING of SHAREHOLDERS  
will be held at the Offices of the Under-  
signed, at 12 o'clock (Noon), on SATUR-  
DAY, the 20th October instant.

The Transfer BOOKS of the Company  
will be CLOSED from the 6th to the 20th  
Instant, both days inclusive.

JARDINE, MATTHESON & Co.,  
General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, October 3, 1894. 1588

THE STRAITS FIRE INSURANCE  
COMPANY, LIMITED  
(IN LIQUIDATION).

NOTICE.

A PLICATION having been made to the  
Liquidators of the Straits Fire  
Insurance Company, Limited, in Singapore,  
for the ISSUE of NEW CERTIFICATES  
in lieu of Certificates, viz:-

No. 1814 for 50 Shares, numbered 2153

to 2202, and No. 1815 for 50 Shares

numbered 2203 to 2232,

in the name of ARTHUR LIBERT,

in the said Company, on the ground that  
the said CERTIFICATES have been LOST.

Noice is hereby given that, if within

FOURTEEN DAYS from the date hereof the  
said Certificates are not produced to the  
Liquidators of the said Company, or good  
cause shown why new Certificates should  
not be issued, the said application will be  
granted.

A. S. MURRAY,  
Secretary to Liquidators.

October 8, 1894. 1624

KEATING'S LOZENGES."

"KEATING'S LOZENGES."

"KEATING'S LOZENGES" Ask throughout  
the world, in any country that can be  
named, you will find them to be  
the best. They are made of  
the finest quality of sugar, and  
are specially in giving relief, so certain to cure,  
and yet the most delicate can take them.

"A TERRIBLE COUGH"

"A TERRIBLE COUGH"

"KEATING'S LOZENGES" Commercial Road, Finsbury, July 19.  
"Dear Sirs—I am a poor hand at expressing myself, but I  
would like to tell you all about my terrible cough. I have had it for  
several months now, and it is very bad. I have tried



## THE CHINA MAIL.

## THE RECENT TYPHOON.

EXPERIENCES OF A P. & O. STEAMER.  
The following report upon the course of the typhoon of 5th October current has been forwarded to us by the Government. The report, by Mr. Plummer, the Acting Director of the Observatory, has special reference to the log-book of the P. & O. steamer *Rosetta* (Singapore to Hongkong):—

The typhoon of October 5th 1894 is first indicated to the eastward of Luzon on October 2nd at 10 a.m., and its position as given by the Batavia and Manila observations at 4 p.m. on that day is N. Lat. 15° 30' E. Long. 122° 30'.

During the night it crossed Luzon in a W.N.W. direction, and at 8 a.m. the centre passed very near to Cape Bolinao, a few miles south of the telegraph station; i.e., it travelled 150 miles in 16 hours, or at a rate of 225 miles in 24 hours.

On October 3rd at 10 a.m. the centre was in N. Lat. 17° 0' E. Long. 118° 50', and during the next 24 hours continued on the same W.N.W. course, arriving on the morning of October 4th at N. Lat. 18° 30' E. Long. 116° 0', or a distance of 210 miles in 24 hours. The Black South China was hoisted at 5.45 a.m., showing that the typhoon was within 300 miles of Hongkong, and at 10.30 a.m. notices were issued that the typhoon was S.S.E. of Hongkong, distant 250 miles, (still) moving W.N.W., and the gun was fired one round to warn the colony of her approach.

After this time the wind gradually rose and the barometer steadily fell, but not rapidly, until 4 a.m. on October 5th, indicating that the exact position at this time would be N. Lat. 20° 30' E. Long. 113° 30' or 180 miles W.N.W. of its position 18 hours earlier, giving it a velocity of 240 miles in 24 hours.

Had it still continued its course, the barometer at Hongkong would have now, or shortly afterwards, indicated its lowest reading, and would have slowly risen, and no greater force of wind would have been experienced, but on the contrary a rapid fall now commenced, showing that the course was now much more to the northward, probably about NNW for a few hours, then N, and eventually perhaps NNE within the interior of China, passing over or near Macao, or in N. Lat. 12° 20' E. Long. 113° 35'.

The whole course of the typhoon is thus seen to be very nearly a circle with the Colony of Hongkong at 40 miles north of the focus, and the point of nearest approach very nearly coinciding with the passage of the centre over or near Macao.

Referring now to the log of the *Rosetta* I find on October 5th at noon, her position was in N. Lat. 17° 43' E. Long. 113° 46', that is, she was 250 miles almost due South of the centre, and that she was proceeding N. 7° E. at the rate of 12 knots per hour. The course and the velocity are nearly the same as that of the typhoon, and that she maintained her distance from it as she approached Hongkong, but as her barometer fell slowly, and the wind increased also slowly, to almost a moderate gale, it would appear that the advantage lay with the mail steamer until she reached the land, when her course was altered, with the result that the distance between her and the typhoon increased. The direction of the wind she experienced is precisely what it should have been for the circumstances, and the reason that the force of the wind was never more than a moderate gale was partly because at no time was she within 200 miles of the centre, and partly because the wind on the South side of a recurring typhoon on the Northern hemisphere is generally less than on the North side.

J. N. PLUMMER,  
Acting Director, Observatory:  
Hongkong, October 8th, 1894.

## TELEGRAMS.

(From French papers)

## FATAL RIOTS IN EGYPT.

Paris, Oct. 10.

A French engineer named Lemasson has been killed in a strike riot among the Suez Canal employees.

## FRANCE AND ENGLAND.

It is asserted that M. Decrais is vacating the French Embassy in London, and is to be replaced by M. de Courcier.

## CONTRABAND OF WAR.

The following communication is sent as by the Secretary of the General Chamber of Commerce:—

Tokio, September 27th, 1894.

SIR.—With reference to my despatch of the 10th instant I have the honour to inform Your Excellency that I have now received a communication from the Japanese Government in which it is stated that the commodity generally known as "Tea-lead," used for the lining of tea boxes, will not be regarded as contraband of war, provided it is destined for a port whence tea is ordinarily exported.—I have etc.,

(Sd.) E. LE POE TRENCH.

His Excellency Sir William Robinson,  
K.C.M.G., &c., &c., &c.

## THE ASSAULTS ON CANTON MISSIONARIES.

THANKS TO CAPTAIN BARTON.

At the Canton Missionary Conference the following resolution, proposed by Dr. Kerr and seconded by Rev. T. McCloy was carried unanimously:—That this Conference heartily commends to Capt. Barton the conduct of the chivalrous conduct of Capt. Barton in coming to the aid of Dr. Hartson and Bigler during the recent riot on Honan—and by this timely assistance preventing all probability consequences of the most serious if not a fatal nature—that we do therefore give Capt. Barton our hearty thanks, and express our high appreciation of those generous and manly services.

The following letter has been forwarded to Captain Barton:—

Canton, Oct. 6th, 1894.

To Capt. Barton, H.M.C., Canton.  
Dear Sir,—I afford us great pleasure to forward you the accompanying extract from the minutes of the last meeting of the Canton Missionary Conference, Oct. 3rd. This was the first meeting of the Conference since May, and our first chance of mutually expressing the thanks which are due to you.

Signed on behalf of Conference,

E. Z. SIMMONS, Chairman,

N. BUNKE, Hon. Secy.

## THE CHINA-JAPAN WAR.

## A DISABLED JAPANESE GUNBOAT.

Hiroshima, Sept. 29.  
To-day I made an opportunity to go to Ujina and pay a visit to the *Saiyo*. One of her officers was kind enough to conduct me over the whole ship and point out the places damaged by the enemy's shot. Looked at from a distance of a few hundred metres the ship, which is painted grey, appears as though nothing had happened to her. But on closer inspection, the kind of treatment she received from the enemy is indicated pretty clearly. The most striking mark is a large opening, about 18 inches in diameter, now closed on the inside but still plainly discernible on the outside. It was here that a shot from one of the Chinese vessels passed through the hull.

The hole is just above the water-line, the after part of the vessel on the starboard side. Inside the ship, there are signs of hard fighting on all sides, partitions perforated into ugly holes, plates splintered into pieces, iron bolts cut asunder, steam-pipes bent and distorted into fantastic shapes.

Altogether the *Saiyo* received about fifty shots. The most serious was that which hit the steam-pipe connected with the rudder, thus rendering it well-nigh impossible to steer the vessel. Recourse was had to the running tackle, but it was with the greatest difficulty that the ship could thus be directed.

Another shell that gave them on board an ugly half minute, entered the ship from aft, passed through several saloons and finally burst by striking against an iron post. Pieces of this missile smashed oil lamps and a fire was caused, but it was quickly discovered and extinguished.—*Japan Mail*.

## ARMS FOR THE NORTH.

Shanghai, October 6.  
Since August last no fewer than 80,000 stand of arms with their accompanying ammunition have been despatched from Nanjing for Shantung and Chihli, and on the 1st instant another 13,000 stand of arms were sent to the same destination, all by way of the Grand Canal. Twelve forty-pounder and ten three-pounder quick-firing guns were tried at the Nanking arsenal preparatory to being sent to Chihli, while a like number will be sent to the Woosung forts.

The Nanking Board of Ordnance has already sent over forty-five of each kind to the North.

## THE BLACK CHIEF.

Lin Yung-fu, the celebrated Black Flag Chief of Annam, who had been entrusted with the defence of South Formosa, has been sent by the Throne and will probably reach Peking with 6,000 men in November.—*Daily News*.

## JAPANESE TRANSPORTS IN THE GULF OF PICHILLI.

Shanghai, Oct. 6.  
By the steamers reaching here from Chefoo to-day we learn that Chefoo reports are to the effect that the lightship sent to the N.E. Promontory telegraphed that he counted 70 Japanese transports passing there at about 10 a.m. of the 2nd instant. This news caused great excitement in Chefoo, and the soldiers in the fort there are constantly on the qui vive.

None of the steamers passing in or out have seen anything of this fleet, and its presence there needs confirmation. It is reported that a Foreign gunboat, lately at the scene of the naval fight, counted 64 Japanese vessels on the Yaloo River, and this lends plausibility to the tale.

The supposition is that, the Chinese being all out of Korea and on the run towards home, the Japanese, instead of sending their army on a wild-goose chase to Manchuria, as expected, have re-embarked their troops at the Yaloo, and are going to make an attack on Peking at once. However, if there be any truth in the report from the Promontory, we shall have ample confirmation in a day or two at latest.—*Mercury*.

## THE CHINESE FLEEING FROM KOREA.

Shanghai, Oct. 6.  
News comes from Newchwang that the road from the Yaloo to Mukden, and the surrounding country, is overrun with straggling bodies of Chinese soldiers fleeing from Korea. They are under no leadership, each band caring only for its own preservation, and are continually committing acts of violence. Any chance Koreans—of whom there are numbers in this session returning from making their annual purchases in Manchuria—who may be met at once attacked and robbed, if not murdered. Peaceful Chinese farmers and traders are abused whenever opportunity occurs, and a state of lawlessness exists. The Missionaries are all coming in to Newchwang, most of them report narrow escapes. A Foreign officer in the Chinese army sent to join the Chinese on the Yaloo was attacked by these strangers and only escaped with his life by hiding from them. He has returned to Tientsin thoroughly disgusted. We are inclined to believe, however, that these men are more likely to be only deserters, and that the Chinese have still a large force under command just inside the Manchurian boundary.—*Mercury*.

## KOREANS IN THE JAPANESE SHIPS.

Shanghai, Oct. 6.  
From the conversation of officers on the English fleet lately at the Yaloo we learn that the Japanese are in full possession of the Yaloo and its approaches, and that they are getting along excellently with the Koreans. Since these latter have experienced the presence of the Chinese soldiers they are anxious to do all they can to favour the Japanese. When the former were in possession of the country, nothing edible or drinkable was safe except a few articles of tobacco, which were confiscated. The Koreans were presented to monial service without pay, their cattle were taken from them by force, their houses occupied by unscrupulous intruders, and for any act of hostility nothing but the highest was obtainable. Under the Japanese, no one is asked to work for less than he requests, full prices are paid for all it title and provisions obtained, the soldiers respect the privacy of the natives, and all unlawful acts are immediately and severely punished. So thoroughly are the Koreans convinced of the justice and honour of the Japanese, that they are daily flocking by hundreds to join these forces, either as soldiers or labourers. The Japanese have already enrolled 10,000 Koreans as troops, and are busily engaged in drilling them.

The difference in the feeling of the northern and southern Koreans toward the Chinese and Japanese may easily be accounted for by the above account. Those in the south, without experience of Chinese occupation, are theoretically opposed to the Japanese, who may, they fear, interfere with their internal affairs and tax the Chinese. While in the north, having had experience of what Chinese occupation means, they are only too glad to welcome the Japanese with open arms, if only as a means of being spared a second coming of their scourge.—*Mercury*.

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Signed on behalf of Conference,

E. Z. SIMMONS, Chairman,

N. BUNKE, Hon. Secy.

## THE BRITISH SOLDIER IN INDIA.

## LIABILITY TO TYPHOID FEVER.

An President of the Tropical Section of the International Congress of Hygiene and Demography at Buda-Pest, Surgeon-Major Theodore Dako, M.D., F.R.C.S. Eng., delivered an address on the principal diseases of India, with special reference to their effect on Europeans. In his remarks on cholera, he referred to the important and successful investigation of Dr. Patrick Manson (late of Hongkong) on the subject of parasites, not merely in relation to intestinal infections and diseases of the skin, but with reference to periodic fevers and filariasis sanguinis. The following extract deals with the liability of the British soldier to typhoid or enteric fever in India:—

Mexican dollars could obviously, however, not be obtained from Mexico without paying for them, and the mode of payment seems to have been chiefly in British goods. Drawing a large revenue from the signature on its dollars, Mexico discourages the export of her silver; and as she has no other commercial exports to speak of, she paid for her imports practically in dollars—which were transmitted to London and sold here for re-export to the East. Recently, however, as the appreciation of gold has hindered trade, the transaction has become more difficult.

Declining to perceive that the value of her silver has fallen; but holding, rather, that it is gold which has gone up, Mexico has been unwilling to give a higher price for goods, has curtailed his demand, and the Straits Settlements have suffered in a measure by this. The Straits have been partially relieved by the introduction of a new coinage, the *peso*, which is equivalent to the Mexican peso, and is also a silver coin.

The coinage is not altogether new.

An attempt to introduce a British dollar was made in 1856, but failed.

It was given up, and the Mexican dollar was retained.

It was not until 1878 that the Mexican dollar was again introduced.

Reports show that out of seventy-two regiments and batteries which went to India between the years 1871 and 1878 and were dispersed to various districts and stations, only nine remained free from typhoid fever. The same susceptibility to the disease before his system has accommodated itself to its new environments. Typhoid fever is the malady to which the young European soldier is most liable during his first two years of service. There may be a great difference as to the nature and conditions of the station to which he may be sent, but this does not affect his liability to the disease.

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The reports show that out of seventy-two regiments and batteries which went to India between the years



Mails.

Mails.

Mails.

Intimations.

Merchant Vessels in Hongkong Harbour.

STEAM FOR  
CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *SIAM*, Captain H. T. WENKEL, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, TOMORROW, the 11th October at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects Bombay with the CALEDONIA which Vessel takes on her Cargo for LONDON via SUEZ CANAL, leaving that port on the 3rd NOVEMBER 1894).

Bills and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Packets will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, October 10, 1894.

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cars can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 15th day of October, 1894, at 3 p.m., the Company's S.S. *DARMSTADT*, Capt. D. Hirschmann, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 13th October, Cargos and Specie will be received on board until Noon, on MONDAY, the 15th October, and Parcels will be received at the Agency's Office until Noon, on SUNDAY, the 14th October. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents, Hongkong, September 22, 1894.

1531

NOTICE.

COMPAGNIES DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID,

MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSELLES, LONDON,  
HAVRE AND BORDEAUX;

ALSO,  
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 17th October, 1894, at Noon, the Company's S.S. *MELBOURNE*, Commandant EVAN, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Spedes and Parcels until 3 p.m. on the 16th October, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent,  
Hongkong, October 4, 1894.

1532

FOR SALE.

CHINESE SCHOOL-BOOKS:  
SAM-TS-Z-KING,  
TS'IN-TSE-MAN,  
LITERALLY TRANSLATED AND EXPLAINED  
BY DR. E. J. EITEL.

PRICE: 15 CENTS PER COPY.

CHINA MAIL OFFICE,  
Hongkong, May 17, 1893.

905

Occidental & Oriental Steamship  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Belgic* (via Amoy, Nagasaki, Kobe, Inland Sea and Yokohama) SUNDAY, Oct. 14, at daylight.

*Oceanus* (via Nagasaki, Kobe, Inland Sea and Yokohama) TUESDAY, Oct. 30, at 1 p.m.

*Belgic* (via Nagasaki, Kobe, Inland Sea and Yokohama) TUESDAY, Nov. 20, at 1 p.m.

This Steamer *BELGIC* will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SUNDAY, the 14th October, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, reembarked at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invites to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,  
Acting Agent.

Hongkong, October 9, 1894. 1476

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

*Silk* ..... Tuesday | October 16.

*Victoria* ..... Tuesday | November 6.

*Tacoma* ..... Tuesday | December 11.

*Silk* ..... Tuesday | Jan. 1/95.

*Victoria* ..... Tuesday | Jan. 22/95.

The Steamship *SIKH*, Captain J. Rowlett, sailing at Noon, on TUESDAY, the 16th October, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Station, Tacoma, Washington.

Parcels must be sent to our Office with address marked in full, by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, September 27, 1894. 1551

### SANTAL-MIDY.

The pure Essence of Santal obtained by Midy's process from the best Myrcia wood.

**SANTAL-MIDY** entirely different from the santon oil of the Indian Bazaar, is superior to Copal, Cubeb, or injections, and free from all bad smell or other inconveniences.

**SANTAL-MIDY** cures all disorders of the urinary organs in either sex in 48 hours.

**SANTAL-MIDY** is contained in small round capsules, each of which bears the name ... (MIDY)

which are genuine.

**SANTAL-MIDY** Beware of All other Capsules or imitations, which contain impurities, resins, oils, &c., and are worse than useless.

**SANTAL-MIDY** is sold by all druggists and medicine dealers throughout the world.

Paris: 8, Rue Vivienne, 8.

For Sale by A. WATSON & CO., Chemists.

### CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1894.

SAFETY—SPEED—PUNCTUALITY  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Tein Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. ARCHIBALD, R.N.R.—WEDNESDAY, 31st October.

EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R.—WEDNESDAY, 28th Nov.

EMPEROR OF JAPAN...Comdr. G. A. LEE, R.N.R.—WEDNESDAY, 26th Dec.

The magnificent Steamships of this line pass through the famous INLAND SEA OF JAPAN, and usually make a voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily and crossing the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Australia for 9 months \$100.

The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIOUSNESS OF ITS TRANCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. S. LARSON, General Agent, PEDDER STREET. 1587

Hongkong, October 3, 1894.

### SHARE LIST.—QUOTATIONS.—OCTOBER 10, 1894.

Stocks.	No. of Shares.	Price.	Paid-up.	Closing Quotations.
HANKOK & SHANGHAI BANK COR.	20,000 £	120	all	92 % prem., sellers
New Inovo.				
BANK OF CHINA, Japan and Straits	99,875 £	10	£ 1.10 nom.	
Ld.	1,250 £	25		
National Bank of China, Limited	...	£ 8.10 £21		
MARINE INSURANCE.				
GANTON INSURANCE CO., LTD.	10,000 £	250	50 £150, sellers	
CHINA TRADERS' INSURANCE CO., LTD.	24,000 £	83,33 £	24 £61, sellers and buyers	
North-China Insurance Co., Ltd.	5,000 £	200	£ 1.10 £177, buyers	
Strata Insurance Co., Ltd.	30,000 £	100	20 £16, sellers	
Union Insurance Society, CO., LTD.	10,000 £	250	20 £130, ex div., sellers	
Yangtze Insurance Association, LTD.	8,000 £	60	6 £75, buyers	
FIRE INSURANCES.				
China Fire Insurance Co., LTD.	20,000 £	100	24 £76	
China Fire Insurance Co., LTD.	20,000 £	20	50 £180, sellers	
Straits Fire Insurance Co., LTD.	20,000 £	100	20 £200, sellers	
DOCKS.				
HK & Wharf & Dock Co., LTD.	12,500 £	125	all	78 1/2 % prem.
STEAMBOATS.		</		